



Royal Escape Race 2026 — Sailing Instructions

1. Rules

The Race will be governed by The Racing Rules of Sailing 2025-2028 (RRS), the prescriptions of the Royal Yachting Association when they apply, and, for boats racing in the IRC class, the IRC Rule 2026 (except as any of these are changed by these Sailing Instructions (SI), or the Notice of Race) and by these SIs and the Notice of Race.

- 1.1. For all classes RRS Parts 1, 2 and 3 shall apply, subject to the following amendment: Stored power may be used to operate winches and, for solo and double-handed entries only, stored power may also be used for steering. RRS Rule 52 and IRC Rule 15.1 are amended accordingly
- 1.2. IRC Rule 22.4.2 shall not apply. There will be no limitations on crew number or weight except as required for boats racing in a one-design class which shall comply with IRC Rule 22.4.1.
- 1.3. For all Competitors during the hours of darkness from sunset to sunrise, and for Escape Class Yachts under propulsion prior to rounding the turning mark, or Opted Motor Sailing Yachts, the International Regulations for Preventing Collisions at Sea will replace the relevant rules of Part 2 of the RRS.
- 1.4. Propulsion using an engine is only permitted in accordance with the provisions of these SIs
- 1.5. As between a Competitor and a vessel that is not a competitor all Competitors shall observe the International Regulations for Preventing Collisions at Sea as required by RRS Part 2. If a Competitor uses her engine to comply with this requirement, she shall give a full account of the incident in her Declaration including time and position when propulsion was initiated and time and positioned when propulsion ceased.

2. Responsibility

A boat is entirely responsible for her own safety and nothing whether in the Notice of Race, Sailing Instructions, race website, race correspondence or anywhere else reduces this overriding and absolute responsibility.

- 2.1. It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By going to sea the boat confirms that she is fit for those conditions and her crew is competent to sail in them.
- 2.2. Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. 'The organisers' encompass everyone helping to run the race and the event, and include amongst others the organising authority, the race committee, the race officers and the crews of patrol boats. The provision of patrol boats does not relieve the boat of her responsibilities under this Section 2.



- 2.3. The boat is responsible to ensure that she is equipped and seaworthy to face extremes of weather; that there is a crew sufficient in number, experience, training and fitness to withstand such weather; and that the safety equipment is properly maintained and stowed, that it is of sufficient capacity, and that the crew know how to use it.
- 2.4. That the race committee may conduct inspections does not reduce the responsibilities of the boat set out in this Section 2.
- 2.5. The attention of all competitors is drawn to RRS Fundamental Rule 3 "Decision to Race": "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 2.6. It is a responsibility of the boat to ensure all its crew understand and accept the risks involved in competing.

3. Insurance

The boat is required to be covered by Third Party Liability Insurance for a minimum of £5,000,000 and be covered for racing risks.

4. Safety Regulations

Boats must comply with the current World Sailing Offshore Special Regulations (WSOSR) for Race Category 3 with Life Raft, with the following exceptions:

- 4.1. That a suitable offshore marine life raft/s of sufficient capacity and with either a current 3 year or annual certificate (the original or a copy must be available for inspection) is acceptable. This amends WSOSR Regulation 4.20
- 4.2. It is strongly advised that boats are fitted with an AIS transponder but this is not mandatory. This amends WSOSR Regulation 3.29.7

5. Safety Inspections

Boats may be inspected before or after the Race. Any boat not in compliance with Safety Regulations as described in section 4. may be disqualified by the Race Committee without a hearing. This changes RRS Rule 63.1.

- 5.1. If an inspection is to be held after the race, at approximately 09.00 to 10.00 local time (BST+1) on Saturday 23rd May 2026 and a list of boats to be inspected will be posted on the race noticeboard.
- 5.2. French registered boats will be inspected by an appointed committee from the Société des Régates de Fécamp (SRF) whose decisions will be reported to the Race Committee (France).
- 5.3. It is the responsibility of all skippers to ensure that their boat is available for inspection if so required. If the skipper of a boat on the inspection list does not make their yacht available for inspection, they may be disqualified by the Race Committee without a hearing. This changes RRS Rule 63.1.
- 5.4. Once inspections are complete, a list of decisions will be posted on the race noticeboard. The notice will state the time of posting and the time limit for appeals. It is the responsibility of the skipper to check



this list. A period of one hour from the time of posting will be allowed for any appeals and at the end of this time the decision will be irrevocably finalised. This changes RRS 63.1.

6. Signing On

- 6.1 The signing on process is completed by a competitor (1) paying the race entry fee (2) providing to Sussex Yacht Club (SYC) prescribed information concerning their yacht and (3) providing to SYC prescribed information concerning the skipper and crew members.
- 6.2 Forms for providing the prescribed information required by SI 6.1 will be found on the Official Notice Board which is on the event web site.
- 6.3 All competitors shall complete the signing on process no later than 21:00 (BST) on 21st May 2026. Any boat that does not submit the prescribed information as provided above will not be ranked as a competitor in the Race.

7. Signing Off and Retirements

Having signed on, boats must sign off as described below whether or not the boat actually starts the race. It is vital for race safety that yachts fully comply with signing off requirements. Protests under this section shall only be made by the Race Committee.

- 7.1. Retiring Yachts shall advise SYC of their retirement at the earliest opportunity by telephone to SYC on 00 44 (0)1273 464868 or by telephone or text message to a member of the Royal Escape Race Committee (France) on mobile 00 44 7815 049768 or care of the Société des Régates de Fécamp 00 33 235 280844. If a retiring yacht diverts to a port other than Fecamp and advises SYC of their retirement before they arrive at that port, they shall advise SYC of their arrival in port as soon as possible after arrival.

7.2 Retiring Yachts arriving in Fécamp must submit a declaration as required by SI 19.

- 7.3 Retiring yachts must keep their Tracking Device (see SI 8.3) in operation until they reach port whether that port be Fecamp or another port.

8. Identification and Tracking

- 8.1. Each boat will be issued with a Yellow Brick tracking device (Tracking Device) at the Briefing on Thursday 21st May. Boats shall ensure that their Tracking Device is operational from their Warning Signal until either they enter the port of Fecamp after finishing or until they enter another port if they have retired from the race.

9. Sail Numbers

Boats are urged to comply with RRS Appendix G. Sail numbers should be clearly visible. This changes RRS 77.

10. Changes in Sailing Instructions and information for competitors

Any changes to the Sailing Instructions will be made in accordance with RRS 90.2 and shall be notified as follows:

- 10.1. On the Official Notice Board which is on the website of the Sussex Yacht Club, Shoreham-by-Sea
- 10.2. during the Race Briefing from 19:30 to 21:00 BST on Thursday 21st May 2026.



10.3. On the morning of the Race, signals (including any last-minute changes to the SIs not posted on the Official Notice Board will be made by regular comms on VHF Ch. 72 broadcast from the vicinity of Brighton.

10.4 On Saturday 23rd May 2026 information may be given to competitors by WhatsApp message.

11. Classes

Yachts must start according to the official fleet split/ starting list (to be published no later than 21.00 on Thursday 21st May 2026).

11.1. Each Class will be split into Fleets as described in SI 11.2 but if less than 3 entries are received for a particular Fleet then those Fleets will not be formed and yachts will be placed in the most appropriate other Fleet.

11.2. The IRC and SCCH Classes may each be divided into 2 or 3 Fleets based on size/handicap/ rating. A list of Fleets and competitors including ratings and fleet split points will be available at the Race Briefing and may be published prior to this on the Official Notice Board.

11.3. If there are sufficient solo and double handed boats racing under IRC then a separate short handed IRC award may be made at the Race Committees discretion. Such boats will start with the fully crewed yachts.



11.4. The SCCH Class may be further divided with two sub-divisions:

11.4.1. The Escape Class is only for gaff rigged or other yachts with limited windward performance under SCCH and inclusion is by request and at the discretion of the Race Committee.

11.4.2. The SCCH Short Handed fleet is for boats with either one or two crew (including skipper) racing under SCCH.

12. Flags

Class flags will be:

IRC	International Code Flag Numeral 1	
SCCH	International Code Flag Numeral 2	

12.1. The appropriate Class flag/s must be flown from the backstay (or other point at the stern) whilst racing.

12.2. Solo and double handed boats are encouraged to fly International Code Numeral 3 above their class flag.



12.3. National ensigns are not to be flown whilst racing.

13. Gate

All boats shall pass in a Westerly direction to the south of the Committee Boat between 07.15 BST and the first Warning Signal

- 13.1. If a Gate Mark is laid to the south of the Committee Boat and if it is safe to do so boats are requested to pass between the Inner Distance Mark and the Committee Boat when registering as a starter.
- 13.2. When passing through the gate all crew must be on deck visible from the Committee Boat and must be wearing lifejackets with safety harnesses attached to the person (though not necessarily clipped onto the yacht).
- 13.3. When passing through the gate yachts shall have their mainsail set and trimmed so that the sail number can be clearly identified by the observers on the committee boat. Provided that a boat that has her sail number (with or without national letters) displayed on the sides of her hull in numbers that comply with the specifications set out in RRS Appendix G1.2 shall not be obliged to have her mainsail set when passing through the gate.
- 13.4. The Gate Observers may call boats on VHF Channel 72 and such communications between a Race Official and competitors will not be considered as outside assistance. No calls may be made to the Gate Observers unless a boat has passed through the Gate but has received no acknowledgment from the observers on the Committee Boat.
- 13.5. Boats not recorded as passing through the Gate will not rank as starters and it is the responsibility of the boat to ensure she is seen passing through the gate.

14. Warning Signals and Start Times (22nd May 2026)

IRC - Code flag numeral 1	Warning signal 08.00, Start 08.05 BST
SCCH including Escape Class - Code flag numeral 2	Warning signal 08.15, Start 08.20 BST

15. The Start

The start area will be in the vicinity of the West Pier and Brighton (Palace) Pier, Brighton.

- 15.1. The start line will be between a mast displaying an orange flag on the race committee boat and a large inflatable outer distance mark laid inshore of the committee boat.
- 15.2. An inner distance mark may also be laid (and if so, will become a mark of the course) near the committee boat. Boats approaching the line to start shall pass between this mark and the outer distance mark.



- 15.3. RRS 30.1 ("Round-an-End Rule") will apply and an 'I' flag may be flown. Any boat which is on the course side of the start line or its extensions during the minute before her Starting Signal and fails to sail from the course side across an extension of the starting line to the pre-start side of the starting line before starting shall incur a time penalty of thirty minutes, which shall be added to her elapsed time. This changes RRS Rule 30.1.
- 15.4. Opting Motor Sailers (excepting Escape Class under SI 15.5) must manoeuvre under sail only from the Preparatory Signal until they have cleared the start line (SI 23.2).
- 15.5. Escape Class yachts may, without penalty, use engine propulsion until they safely clear the first mark of the course (SI 15.1 and 15.2) but will be subject to collision regs rather than racing rules until engine is off.
- 15.6. Competitors are reminded of the IRPCS (1972) requiring display of an inverted black cone when under power with sail set.
- 15.7. Competitors whose Warning Signal has not been made shall keep well clear of the starting area.
- 15.8. Boats that do not cross the start line after their Preparatory Signal and a period of 20 mins after their Starting Signal will not rank as starters (Escape Class may cross up to 30 mins after their starting signal).

16. The Course

- 16.1. If a RED flag is flown from the committee boat the start will be in a Westerly direction, leaving to Port a large inflatable buoy set off Hove. A bearing and distance to the mark will be broadcast on VHF.
- 16.2. If a GREEN flag is flown the start will be in an Easterly direction leaving BMYC1 buoy situated south of Brighton Marina entrance to Starboard. A bearing to the mark will be broadcast on VHF.
- 16.3. In either event, then to Fécamp leaving the designated Channel TSS Obstruction Area as defined in SI 17 and the Greenwich Meridian light vessel to Port.
- 16.4. Yachts must record a). the time at which the yacht crosses the line of latitude 50 degrees 25.000 minutes North and b). the distance from the Greenwich Meridian light vessel at that time. This information must be entered on the Declaration Form (SI 17).
- 16.5 By prior arrangement a Race Official may board a yacht as a member of that yacht's racing crew shortly after the start and such an action will not be considered as outside assistance (RRS 41) or be subject to protest. This changes RRS Rule 41.

17. Areas that are Obstructions

- 17.1. A boat shall not enter an area designated as an Obstruction when racing.



- 17.2. The Rampion Windfarm is designated as an Obstruction.
- 17.3. The Traffic Separation Scheme ('the Channel TSS') incorporating the Greenwich Meridian is designated as an Obstruction.
- 17.4. The Fécamp Windfarm is designated as an Obstruction.
- 17.5. The area of the Channel TSS is a box and the coordinates of its corners are set out below. The boundaries of the Channel TSS Obstruction are the rhumb lines between the corners.

CHANNEL TSS OBSTRUCTION	
NW 50deg 34.640'N 0 deg 4.290'W	(NE) 50° 39.20 N, 0° 32.50 E
(SW) 50 deg 14.490'N 0 deg 4.110'E	(SE) 50° 26.99 N, 1° 00.04 E

17.6.1 In the case of the Rampion Wind Farm Obstruction and the Fecamp Wind Farm Obstruction the area of each obstruction shall (subject to SI 17.6.2 below) be the area bounded by a straight line between each of the outermost wind turbines of the obstruction in question and its neighbouring outermost turbines.

17.6.2 In addition a circle having as its centre each wind turbine and having a radius of 50 metres shall be included in the Rampion Wind Farm Obstruction and the Fecamp Wind Farm Obstruction in so far as that circle is not within the area described in SI 17.6.1

17.6.3 All boats shall observe all applicable local regulations concerning activities and navigation in and in the vicinity of the Rampion Wind Farm Obstruction and the Fecamp Wind Farm Obstruction.

17.7 In deciding whether a boat has infringed SI 17.1 or 17.6.3 the Race Committee may use information derived from the boat's Tracking Device.

18. The Finish

The finishing line is defined by a transit on the clubhouse of the SRF

- 18.1. The finishing line is the transit of two triangles displayed on the Southwestern corner of the SRF Clubhouse which may be illuminated after dark. There will be a virtual O.D.M. The finish line and the ODM are illustrated in the Appendix to these SIs.
- 18.2 Boats shall finish by crossing the line heading in a Southerly direction and a sound signal may be given.
- 18.3 Boats will be timed across the line by the Finishing Team and this time will be used in calculations of corrected time; however, as a method of confirmation boats must also record their own finishing time, in BST, which must be entered on the Declaration Form (SI 19).
- 18.4 Skippers are reminded that the decision as to when a yacht has crossed the finishing line is solely made by the Finishing Team.
- 18.5 Except in an emergency or distress situation, the Finishing Team will not enter into any communication on VHF Channel 72 with a boat still racing in the vicinity of the finishing line other than



to confirm that such a boat has been observed and should continue racing. Such communications between a Race Official and competitors will not be considered as outside assistance.

18.6 Boats observed crossing the line may receive a "Welcome to Fécamp" broadcast from the Finishing Team on VHF Channel 72. Boats shall monitor VHF Channel 72 until berthed in Fecamp.

18.7 If in the opinion of the Race Committee (whose decision shall be final and shall not be subject to question or protest) circumstances require, the Race Committee may specify an alternative finish line and method of finishing. Such an alternative finish will be notified to competitors in accordance with SI 10.

19. Declarations and return of Tracking Devices

19.1 All yachts shall submit a declaration within two hours of finishing or as otherwise required by the Race Committee. The form of the declaration will be posted on the Official Notice Board.

19.2 All boats shall return their Tracking Device to the Race Committee when the race office is open 11.30 to 14:00 local time (BST +1) on 23rd May 2026.

20 Time Limit

The Time limit for all classes will 0800 BST on 23rd May 2026. Any boats still at sea after the time limit has expired must contact the Finishing Team on VHF channel 72 with an estimated arrival time. Yachts failing to finish within the time limit will be scored DNF. This changes RRS Rule 35.

21 Standard Penalties

21.1 For a breach of SI 8.3 (keep Tracking Device operational), of SI 17.1 (entering an area designated an Obstruction) or of SI 17.6.3 (infringement of local regulations) the Race Committee shall, without a hearing, apply a standard time penalty of 10% of elapsed time unless, in the case of non-function of a Tracking Device, it is shown that the Tracking Device itself was defective and there was no fault on the part of the crew of the boat. This changes RRS rule 63.1.

21.2 Should the Race Committee consider a standard penalty to be inappropriate, it may protest the boat.

22 Protests and Requests for Redress

Protests shall be in writing and delivered to the Race Committee at the Société des Régates de Fécamp in Fécamp within 2 hours of finishing. This time limit and delivery point will be changed only in exceptional circumstances at the discretion of the Race Committee (France).

22.1 Notices will be posted on the Event Notice Board at www.sussexyachtclub.org.uk to inform competitors of hearings in which they are parties or named as witnesses and the location of the protest room.

22.2 Protests will be heard in Fécamp on Saturday 23rd May 2026. Only if the unavoidable absence of parties make this impossible shall protests be heard at the Sussex Yacht Club at a date determined by the Race Committee.



22.3 Exoneration Penalty - A boat that may have broken a rule of RRS Part 2, or rule 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Committee (France) that she accepts a 10% time penalty added to her elapsed time. This penalty does not reverse an OCS score, a disqualification under RRS Rule 30 . It is not available for a breach of RRS Rule 2 or of class rules or for a breach of the Sailing Instructions other than as in accordance with SI 21, or for gross misconduct under RRS rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, the boat shall retire or be disqualified. This replaces the alternative penalties specified in RRS rule 44.

22.4 When an Exoneration Penalty is accepted, (a) Neither the boat nor a Protest Committee may then revoke or remove the penalty, (b) The boat shall not be penalised further in a protest hearing when the Protest Committee decides that it was appropriate to the facts found and the applicable rules.

22.5 Advisory Hearing - When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race office, and notify any boat involved in the incident. The Race Committee may then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire, although there is no requirement for her to do either.

23 Calculation of Corrected Times

Corrected times will be calculated as follows:

IRC	Elapsed Time x TCC = Corrected Time
SCCH	Elapsed Time x 1,000 divided by SCCH number = Corrected Time

24 Prizes

A schedule of prizes will be published. The Race Committee reserves the right to re-allocate trophies and prizes as they may deem necessary and appropriate.

25 Use of Propulsion (Motor Sailer Rules)

Yachts entered in the SCCH class only may at their discretion elect to transfer to the Opting Motor Sailing class by hoisting International Code Numeral 4 beneath their class flag and thereafter observing the instructions for Motor Sailers below.

25.1 Opting Motor Sailers may use either sail or power or both together.

25.2 Opting Motor Sailers must manoeuvre under sail only from the Preparatory Signal until they have cleared the start line.

25.3 Engine time is that part of the elapsed time when the engine is used, with or without sails. The remainder of the elapsed time is the Sail time.



25.4 For Engine time between 25% and 75% of the elapsed time, the actual Sail and Engine times shall be used as the Corrected times in the calculation below (SI 25.8).

25.5 For Engine time greater than 75% of the elapsed time, the Corrected Sail time shall be taken as 1/3rd of the Engine time. Corrected Engine time shall be the actual Engine time.

25.6 For Engine time less than 25% of the elapsed time, the Corrected Engine time shall be taken as 25% of the elapsed time. Corrected Sail time shall be the actual Sail time.

25.7 The Corrected time shall be the sum of the Corrected Sail time plus 150% of the Corrected Engine time.

25.8 For handicapping, the Corrected time will be multiplied by the square root of the waterline length in feet (rounded up to the nearest foot).

25.9 Declarations and must show time under power and, separately, time under sail in minutes.

25.10 Yachts are reminded of the International Regulations for Preventing Collisions at Sea (1972) that require displaying an inverted black cone when under power.

25.11 Yachts intending to rely on the rules of this SI shall maintain an accurate log of engine use and the Yachts' log must be available for scrutiny.

26 Conduct

Whilst in France as guests of the Société des Regates de Fécamp (SRF) and the other supporting organisations it is expected that all participating Royal Escape crews and shore crews afford all possible respect to our sponsors, hosts, and the town of Fécamp in general.

Behaviour that the Royal Escape Race Committee considers to have brought the Royal Escape Race into disrepute in any way that is confidentially or otherwise reported to the Race Committee may result in action being taken against individual crew members and or boats, skippers or owners and any other person or persons including those not participating in the Race.

Such action may ultimately result in sanctions including immediate disqualification and removal from race results and or a bar from participating in one or more future Royal Escape Race events.

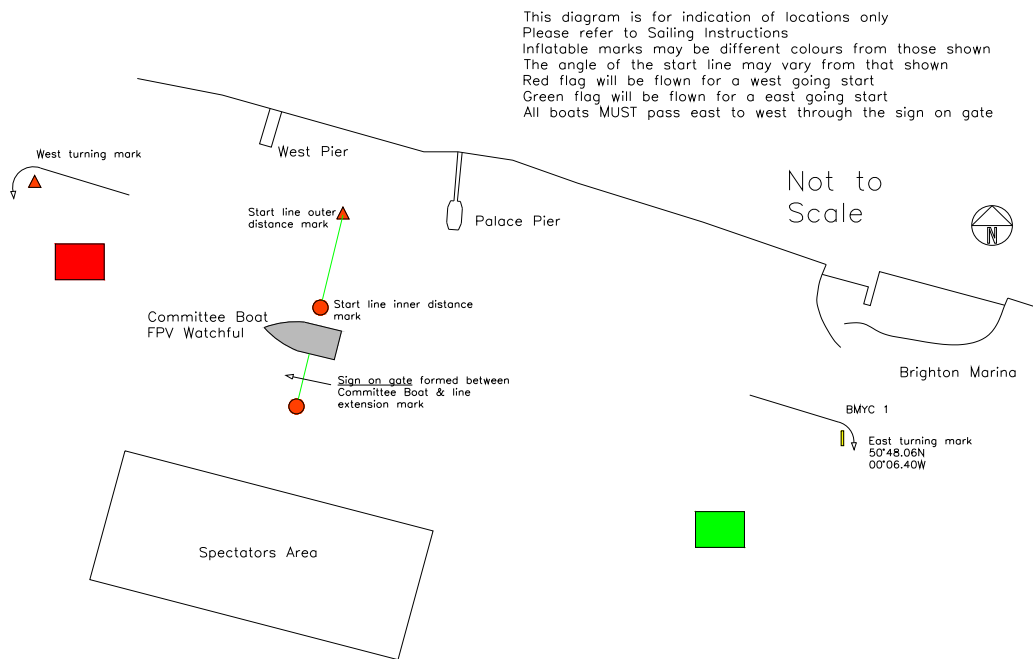
The Royal Escape Race Committee decisions made in such cases are final and all entrants must accept and understand this requirement for reasonable and respectful behaviour.

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Appendix 1 : RER 2026 Start Line Diagram

Royal Escape Race Start Line Diagram





Appendix 2: RER 2026 Finish Line Diagram

Royal Escape 2026 Race Finish Line Diagram

This diagram is for indication of locations only
 Please refer to Sailing Instructions
 The angle of the finish line may vary from that shown

The Finished Zone has been added to assist finishers in assessing when they have crossed the finish line. A bearing to the SRF Club House SW corner of between 90° and 100° will put you in the Finished Zone

